WILMINGTON, N. C., FRIDAY, SEPT. 25, 1857.

A Literary Lord.

The literary and political circles of England are con-Babington Macaulay is to be raised to a peerage. The circumstance attracts the greater attention as being into the wild waves-the battling for life through the velopement," get before the public eye and it will soon the first recognition of the kind bestowed upon literature by the British government. Scott, Bulwer wave to wave, on mere fragments, cheering each other ca, which would no longer be thought of but by those and Allison received the inferior honor of baronetcy, to persevere, or delivering some loving message for those natural philosopher, had only the transitory honor of into the deep dark sea; all these are dwelt upon, and been in the habit of hearing about investigations, and The names of all of them we gave yesterday. The New and Havana, and it is presumed she escaped the fury knighthood.

Although Macaulay is, perhaps, best known as an author, it is still questionable whether this distinction is bestowed upon him in that capacity, or whether it will be. can be regarded as a distinctive recognition of the claims of genius, at least of that class of genius with which it is generally connected.

We find in the Philadelphia Press, a long and very inst., by shooting himself in the head with a pistol. No interesting article, evidently from the pen of Dr. McKen- 17 years old, had been a student of the University, and bid zie, the accomplished literary editor of that paper, giving a sketch of Macaulay's life, from which we learn that tunate young man was buried in Goldsboro' on Sunday last. he is now fifty-seven years of age, having been born in Leicestershire, England, in 1800. His father, Zachary Macaulay, was a man of wealth, but whether much of son that a father's pen refused to make the mournful record this descended to T. B. does not appear.

pear to have devoted himself to his profession, or to have taken any rank in it, having early shown a disposition commenced his contributions to the Edinburg Review, safely say he never spoke an angry word in our presence. liberal wing of the whig party.

In 1848 he lost his seat in Parliament, having been rejected by the electors of Edinburg, because of his having voted for the Maynooth appropriation, being an en- were loved in turn, this is not the place to speak. dowment for a Catholic College at Maynooth, a village in Ireland, not far from Dublin. He again entered Parliament in 1852, and made some striking speeches on Indian policy, when in 1853, the Company's charter was remodeled and renewed.

simply an author. He has been a Cabinet Minister and a prominent politician, and his peerage is not a distinctive compliment to the literary class.

In 1830 he entered parliament, where he took sides istration, he was made Joint Secretary of the India Board, with a salary of fifteen hundred pounds. In with a fortune of fifty thousand pounds. He again entered parliament and was made Secretary at War of Paymaster of the Forces.

As a speaker and a writer, his style is brilliant and beautiful, suited to the pages of a review or magazine, hearted, the untimely fate of him whom he loved as his own in the donkey boiler, on the upper deck, to work the his power to give. But the stores of the brig were or to the leading columns of the Times, but wanting in soul. Unhappy son! Time, under Providence, may as- donkey pumps. Soon after this the water below extinsimplicity and quiet power. He has been a maker of suage our sorrow, but can never efface thy image from our guished the fire in the starboard boiler, and the machine- to be divided among a great many extra persons. We speeches—never a debater.

His essays are his best productions. His History of England is a mistake. He has issued some four or five volumes and only covered a space of nine to ten years. In 1848 the first volume appeared. He is now 57 and in failing health, and his plans can never be carried out.

"The Lays of Ancient Rome;" "The Battle of Ivry," and the "Lays of the Cavaliers," give him some position as a poet, though far from a prominent one.

Garrier Barretter The New York Journal of Commerce gives the fo lowing account of the several disasters which have over taken ocean steamships belonging to or trading with the United States. The suggestion of the Journal o Commerce, about making the introduction of water-tight bulkheads compulsory, is a good one, but will not be

The appalling loss of life on the "Central America" has no parallel in the annals of American steamship navigation. The nearest approach is the disaster which befel the steamship Artic on the 27th of September, 1854, by which some- | bly" [of France,] being the articles thus embellished.thing like three hundred and fifty lives were lost. The steamship San Francisco, belonging to the Pacific Mail Steamship Company, which foundered in the Atlantic on the 25th of December, 1853, was lost under circumstances similar in many from two hundred, including 150 United States troops.

Taking a retrospect, with a view to recount the various catastrophes which have befallen ocean steamships owned in or trading with the United States, we find that the follow lowing have been entirely lost

towing have been entirely lost.		
Name.	Fate.	Valuation
President	Never heard of	\$350,000
Columbia	All hands saved.	300,00
Humboldt	All hands saved.	500,00
City of Glasgow	Never heard of.	200,00
City of Philadelphia	All hands saved.	300,00
Franklin	All hands saved.	480,00
San Francisco	A few saved	300,00
Arctic	A few saved	700,00
Pacific	Never heard of.	680,00
Tempest	Never heard of.	300,00
Central America	A few saved	*140,00

If the cargo was included, these figures would be more than doubled. The President was lost in the year 1841; no one knows how or where. The Columbia, in nautical phrase, "broke her back" on the rocks on the American shore of case. the Atlantic. The City of Philadelphia went to pieces on the rocks near Cape Race. The City of Glasgow sailed from Franklin and Humboldt went ashore and broke in piecessteamer Tempest, measuring 1,500 tons, sailed from New York February 12, 1857, with a crew of from thirty-five to forty men, and was never heard from. On the Pacific several fine steamers have been lost, generally of a smaller Winfield Scott, and others, became total wrecks.

have fared little better. Within a short time we have had to record the loss of the fine iron steamship Canadian, on the St. Lawrence; also the steamship Clyde, and several steamers in the West India islands.

A calculation as to the number of lives lost in these steama division of these ships into compartments by water-tight ed, but the result would not have been affected. bulkheads; but there is opportunity to make the adoption of such a means of safety compulsory upon the owners of all sea-going steamers, and thereby doing much to prevent the recurrence of catastrophes such as we too often have occasion to deplore.

*Exclusive of about \$1,600,000 in specie.

TOURNAMENT .- They had a tournament last week at graceful, Miss J. interesting, Miss K. captivating, Miss L. loveable, Miss M. modest, Miss N. noble looking, and so on to the end of the alphabet. Great Times.

COAL.—The amount of coal brought to market this year over the Reading Railroad is 200,000 tons less than up to the same time last year.

the amount of about \$30,000. It was in the upper part and bring to justice the rascal or rascals.

With a strange fascination, public attention still lingers around the details of the loss of the Central from the Central America increases from day to day, America. Each incident, and there are hundreds, is read and has now got up to 147, with hopes of still more with almost breathless interest. The wild battling with being heard from. Of course this sad affair fill the pa- Marine. the waves. The fear, growing into certainty, that the pers almost to the exclusion of every thing else. It is, ship must sink. The struggles to keep her afloat even however, not so. There is really little else of an excitsiderably interested in the recent announcement that T. until the morning—the women and childred carried away ing nature for the newspapers to dwell upon. Let some weary hours of darkness, where hundreds floated from engage its attention, to the neglect of the Central Ameriand Sir Humphrey Davy, the great chemist and they could never more see, and then sinking exhausted thought upon, with a mysterious intensity.

still these accounts are read. Read when nothing else what these things amount to-and that is, nothing

Melancholy Suicide.

A friend informs us by letter under date of the 14th inst. that James Henry Robinson, son of William Robinson, Esq. of the Goldsboro' Tribune, committed suicide on the 11th cause has been assigned for the terrible act. He was about with his father in this his hour of sore affliction. The unfor-Charlotte Democrat.

The foregoing melancholy announcement is, alas! too true. It was not made in this paper, last week, for the rea-To admit it now-to realize that our beloved James is no In 1826 he was called to the bar, but does not ap- more, is the hardest and sorest task of a heart, not altogether a stranger, heretofore, to sorrow and affliction. To write where it will long, long remain. He was ninteen years, eight to turn his attention to literature and politics. He months and twenty seven days old at his death, and we can and has since continued a warm partizan of the most His brilliant mind, gentle disposition and fragile form had made him a favorite with every member of his now afflicted family, and especially endeared him to a father at whose knee he was raised and by whose lips he was taught, till he entered the University in 1855; of how we loved him, and

A more dutiful and affectionate son and brother never lived, a more chivalrous youth and devoted friend never died. He was, however, but mortal, and as such, had his faults. For them we ask, what he would ne'er have craved, the exercise of that transcendent virtue, charity, on the part of those who would scan his youthful acts with too much severity .-It will be thus seen, that Mr. Macaulay has not been The mind, as well as the body, is subject to disease, and we have but too much melancholy proof of the diseased state in to which our dear son's mind had fallen; as we have also abundant consolatory proof of the happy relations in wich he stood to every member of his beraved family. We have before us a letter, written to a younger brother, now warmly in favour of the "Reform Bill," and on the absent from home, on the evening preceding his melancholy accession to power of the whigs under the Grey admin- end, and it would indeed be taken as the index of a contented mind. But alas! alas! there could have been no contempt-

Did we say that we knew no cause, calculated to trouble 1833 he was sent to India as fifth member of the Su- his mind and induce melancholy—did we say that we knew no per annum, and additional rank and pay as legal advi- we would do violence to truthfand to the memory of the dead. ser to the Council. In 1839 he returned from India And, did welstate that cause -did we give that incident a form and shape before a currious world, we might, beradventure, do injustice to the living. Let it then sleep in the grave with him-let his youthful and untimely end be forgotten by and labored in the engine room. The leak increased, and seems almost miraculous, but not one was lost-not even with a salary of £2,480 per annum, which he retained all but those who can, like his disconsolate father, dwell on the engineer reported to Capt. H. the necessity to bail, a single child. until 1841. In 1846 he again became a cabinet min- the memory of his virtues with none of his vices to interrupt water being in both the forward and aft coal-bunkers, ister under the Russell administration, holding the office meditation. Concerning him, we would correct one error and extremely hot. Orders were at once given by Capt. -into which the Petersburg Express has fallen. He was not the youth that saved Dr. Davis's life. That youth is nearly three years his junior and still lives to lament, brokennearly three years his junior and still lives to lament, broken- standing all these efforts. Meantime steam was got up which could conduce to our comfort, and which was in heart. We will try to kiss the rod with which we have been smitten, but we earnestly pray God, that no father-no human being may ever feel the pang that wrings our heart.

It avails not for us to offer any words of condolence or consolation to our friend, Mr. Robinson, in this hour of his deep affliction. God alone, who tempers the wind to the and outside, with a large sail. Reported progress to shorn lamb can bind up the wounds of the broken-hearted. Capt. Herndon. By his orders another gang was set to Time, the great assuager of sorrow, mus exert its sooth-

How loved, or worthy of love the deceased was, it is not for us to say. We have heard him spoken of as a youth of high promise, fine intellect and generous disposition—one of whom almost any future of honor might have been predicted. That is past, and his relatives are alone with their sorrow. That sorrow is sacred. Let us not intrude upon it with an idle curiosity.

Harper for October, is on our table. As usual, "A Winter in the South," and "The National Assem-The number in other respects is quite readable, but we cannot pardon the meanness of a Magazine, or publisher habitually pirating articles without credit. This ha respects to the disaster which has just occured; but the always been a reproach to the Harpers. In glancing number of lives sacrificed was much less-not varying far over the table of contents of this number, we find the some months since in Household Words. It was there temptible dishonesty, we would like Harper. It is a fair index to the character of the men. They are as honest as the law allows-not a whit more

> We regret to see among the list of passengers by the ill-fated Central America, the name of John T. Dobbin, Esq., late purser in the Navy, and brother of ing her to lay by and take passengers, which she confrom the sale of an estate in which he was concerned. the late Hon. J. C. Dobbin. Mr. Dobbin was on his way home to this State. His name is not among those reported as having been saved, and there is too much reason to fear that he has gone down with the rest .-Indeed, we fear that there is no ground for hope in his

So far the prospects of a favourable Fall season Ireland, but is now engaged as a transport for India. The also with Sugar. Now, to be sure, the time has not yet arrived for frost, and therefore we can say nothing ladies and children were put into the boats, and at this surrounding mass of human beings struggling on all sides the former on Long Island, and the latter near Halifax. The based on its absence; but we can say that the weather time the brig had drifted good three miles to leward.— for assistance and for life. At this moment the scene, Arctic and Pacific were lost as already recorded. The iron continues remarkably warm for the season, and that the Each boat was furnished with three or four oarsmen. he says, was most harrowing, and as different persons

class. The Independence, for instance, was totally lost, with 120 lives; and the Tennessee, St. Louis, Yankee Blade, weather will tend to the continuance of this state of the engulphed ship.

How a prolongation of warm and children. During the first trip of the boats, Capt. were eddying round and round in the whirlpool caused by the descent of the engulphed ship. His first purpose been forbidden to pass through France, from Calais to things is more than we can say. Danger must be over English steamers, in waters contiguous to the U. States, by the close of next month even in latitudes as low as that of New Orleans.

Monday, and the opposition merely nominal—something and urge the master, by any inducement whatsoever, to ue of the cork life-preservers, and the utter worthlessa calculation as to the number of lives lost in these steam-ers makes a total of about seventeen hundred. This loss be-about nine to one being recorded in favor of subscrip-the use of any hoat he might have that well be use of any hoat he might have that well be use of any hoat he might have that well be use of any hoat he might have that well be used for the cork interpreservers, and the utter worthless-ness of the tin-preservers, which are generally so much ing irreparable, no consolation can be derived from the fact tion. Perhaps if there had been any more active oppo-

The weather is quite cool this morning and ev

erybody feels chilly, or, if they don't, they ought to. day morning last, which was due at this place at about ting his orders to the engineer from the deck, and desiring either by having sunk or floating off to a distance. As him again to do all in his power to get the brig up to the adjustment time for fellow offers. He often read the service on board his ship, 4th 30m. did not arrive till a quarter to ten a. m. The him again to do all in his power to get the brig up to he called out at different time for fellow-sufferers, he cause of the delay was that some blood thirsty miscreant the ship, and obtain more boat service. Shocco, where according to the papers, Miss A. was charming, Miss B. fascinating, Miss D. beautiful, Miss B. fascinating, Miss D. beautiful, Miss B. fascinating adozen to twenty. Mr. Ede extols to the highest degree of the delay was that some blood thirsty miss cause of the delay was that some blood thirsty miss cause of the delay was that some blood thirsty miss and less numer one, and just before being rescued he could not hail over a dozen to twenty. Mr. Ede extols to the highest degree of the delay was that some blood thirsty miss and less numer one, and just before being rescued he could not hail over a dozen to twenty. Mr. Ede extols to the highest degree of the delay was that some blood thirsty miss and less numer one, and just before being rescued he could not hail over a dozen to twenty. Mr. Ede extols to the highest degree of the delay was that some blood thirsty miss and less numer one, and just before being rescued he could not hail over a dozen to twenty. Mr. Ede extols to the highest degree of the delay was that some blood thirsty miss and less numer one and the some of the delay was that some blood thirsty miss and less numer on the delay was that some blood thirsty miss and less numer on the delay was that some charges and less numer on the delay was that some charges and less numer of the delay was that some charges and less numer on the delay was that some charges and less numer on the delay was that some charges and less numer of the delay was that some charges and less numer on the delay was that some charges and less numer of the delay was that some charges and less numer on the delay was that some charges and less numer of the delay was that some charges and less numer of the delay was that some charges and less numer of the delay was that some charges and less numer of the delay was that some charges and less numer of the delay was that some charges and less numer of the delay was the delay was the delay was that some charges and less numer of the delay was that some charges and less nume E. lovely, Miss F. handsome, Miss H. Pretty, Miss I. track. As the same train approached Stallings' it was to make sail for the ship, and then for the first time the kind and humane conduct of Capt. Johnson, and met by some obstructions in the shape of logs of wood, learned that the brig had lost her mainyard and could that of his officers and crew, of the bark Ellen, to those which however were seen in time to prevent mischief.— not carry any more canvass than she had upon her. He whom they rescued and saved from on board that vessel. The train thrown off sustained no injury, neither did any of the Passengers. This diabolical attempt wholesale murder was evidently the work of one villain or a gang of Ail-had come from the ship to man one of the boats with from the rear car of a fast train by the feet, while their bellish refused to do, declaring that the ship would go down be-FIRE IN CHARLESTON.—A fire broke out in Charles- spirit was being sighed out upon the road which they fore they could get to her. One man only offered to go ton on the morning of Sunday, consuming property to sought to make a scene of innocent blood. We hope with the engineer. It turned out as the seamen had

-saved only to be widows and orphans—the last plunge newer murder, or tragedy, or shipwreck, or "awful dewho had relations there.

After the occurrence of such catastrophes we have all that sort of thing, with the view of providing more The papers still teem with accounts of the wreck-and assured means of future safety, &c., but we all know This thing will pass from the public view in a few days and the old saying of "out of sight out of mind," will have another illustration of its truth. Whether the means of escape provided to meet such a contingency equal to the number of passengers will hardly be quesfair to be a talented and useful man. We deeply sympathise | tioned, and so things will go until some fresh catastrophe makes a fresh rifle on the surface. But for any great way off. sake, no sham investigations.

We give some further details, among the rest the statement of Mr. Ashby, the Chief Engineer, of whom the Baltimore Sun speaks as a fine stalwart man of with nothing about him from which to surmise the his eulogy were an unvailing task-it is written in our heart graceless defect of character alleged against him. The Sun says that he has been six years Chief Engineer of her, without hearing the first word of complaint from owner or commander. There must be some mistake about the six years, as the vessel was little over four years old, having been launched in 1853.

We see among those known to be lost, Mr. Charles getting out of the life-boat into the brig. Taylor, of Washington in this State.

STATEMENT BY MR. ASHBY, CHIEF ENGINEER. The account of the trip until the Central America encountered the gale in which she was lost is already familiar to the reader. On Friday morning, in the height heavily in the trough of the sea, had sprung a leak, reis by wheel-barrows, but in a heavy gale the men are the brig in safety. obliged to resort to buckets and baskets. This was done at that time. He had doubled the gangs, but find- It was fully two hours and a half before we got to the ry ceased to work.

During the morning the engineer, being informed by the doctor that something was giving way in his room, shaft. This was promptly stopped with blankets inside | they had not had the food they must have died. Capt. Badger, Mr. John V. Dobbin and one or two

others whose names he does not know. morning found a perceptible gain on the leak. Obtain- with them. We had to strip off all our clothes and ed wood, consisting of bulk-boards and other material skirts except our outside dress, in order to keep our from steerage, and as soon as it was possible to start fires got up steam in larboard boiler, and the machinery clothes from sinking us in our passage to the brig.

The gentlemen named below called at our office yesterfires got up steam in larboard boiler, and the machinery worked for some time. At the same time Capt. H. and day and made the following. officers were trying to get the ship before the wind, but it is "profusely illustrated." The Ship of the Desert ;" failed. They lowered the foreyard on deck, constructed THE LAST SEEN OF SEVERAL CALIFORNIANS-VALUE OF it into a drag, and got it overboard for the purpose of bringing her head to, but without success. Cut away her foremast and got sail on the mizzen, but it was

sented to do. The engineer was at this time with Capt. H. who then desired him to give his particular atten- scent into the "waters below" with the sinking ship.to the transfer of the ladies and children to the boats. Capt. H. inquired of Mr. Ashby if he was armed? plunge, he held on tightly to one of the ropes and was the replied that he was, with a knife. Capt. H. said carried down to a great depth, under the impression that head-waters of the Amazon, which at four thousand he would endeavor to obtain pistols, one for himself and one for Mr. A. This was for protection against any things his mind had become somewhat bewildered, and interference while insisting upon precedence to ladies it was not until the resisting force of a large cork lifeand children. Three boats were got afloat, one put in preserver which he had on broke away his hold upon charge of the boatswain, and the other two each in the vessel that he was again in possession of his reasonare quite cheering. In the calculations for Cotton, a charge of a quartermaster. Capt. H. ordered the engi- ing faculties and began to realize the fact of the ship neer not to suffer a single male passenger to leave in the boats until all the ladies and children were transferred, however, reached the surface, and was carried far up and and he believes this order was strictly carried out. The sustained to a considerable height above water amidst a and pulled as rapidly to the brig, through a very heavy caught at him for assistance he was compelled to throw sea. No accident happened, and the three boats safely them off as best he could, or else be hopelessly engulphed deposited their passengers on board the brig. The boats himself. As he rose first to the surface there was a wild The country has been generally healthy, which is a returned, and two of them were again filled with ladies and powerful screaming amongst the mass of lungs who great regret that the brig was so distant, and feared was to extricate himself from the confused and struggling that, unless she could be brought nearer, all the passen- crowd, which he succeeded in doing by swimming outgers could not possibly be got on board. Mr. Ashby ward at intervals, as he from time to time freed himself then remarked that if he could be of any service in any from groups that he encountered. The result in his own way Capt. H. should command him. The captain then case, and as confirmed by observation of those who sur-THE TOWN SUBCRIPTION.—The vote was but small on directed him to go with the next boat, visit the brig, rounded him, establishes (as he considers) the great valfit for use. On the return of the boatswain's boat the ers. that a large proportion of it might have been prevented by sition, the aggregate vote would have been much increas- last three ladies (steerage passengers) were put on board the tin ones generally fared badly, and by thousands of hearts. and the engineer, with Mr. Paine, Mr. McCarty, chief and finally he picked up several as he floated about engineer of the Golden Gate, and one or two other who which, after a time, filled with water and sunk. Before sprang into the boat, pushed off for the brig. One of being taken up by the bark Ellen, he came across a raft, these persons jumped from the upper deck upon the en- on which he got, and where he could sit down with gineer's shoulders. The latter grasped him by the considerable comfort. He could have saved a num-ATTEMPT TO DESTROY A MAIL TRAIN ON THE NORTH throat and drew his knife, menacing him and other who ber on this, had he at that time been able to CAROLINA RAILROAD.—The Eastern mail train of Thursling his orders to the engineer from the deck, and desiring off to a distance of the engineer from the deck, and desiring off to a distance of the engineer from the deck, and desiring off to a distance of the engineer from the deck, and desiring off to a distance of the engineer from the deck, and desiring off to a distance of the engineer from the deck, and desiring off to a distance of the engineer from the deck, and desiring off to a distance of the engineer from the deck, and desiring off to a distance of the engineer from the deck, and desiring off to a distance of the engineer from the deck, and desiring off to a distance of the engineer from the deck, and desiring off to a distance of the engineer from the deck, and desiring off to a distance of the engineer from the deck, and desiring off to a distance of the engineer from the deck, and desiring off to a distance of the engineer from the deck, and desiring off to a distance of the engineer from the deck and desiring off to a distance of the engineer from the deck and desiring off to a distance of the engineer from the deck and desiring off to a distance of the engineer from the deck and desiring off to a distance of the engineer from the deck and desiring off to a distance of the engineer from the deck and desiring off to a distance of the engineer from the engineer from the deck and desiring off to a distance of the engineer from the en

> that morning, also came upon a heavy light-wood log formed that it was in a condition unfit for use, and some distance west of Stalling,' but received no injury. | would not live five minutes in such a sea. Whilst conlians, whom a just punishment would cause to be suspended him and return for passengers. This they positively the company will use their utmost endeavors to discover said, for the ship went down soon after the boatswain's Raleigh Standard. it is certainly plausible and consistent, and he refers contempt of it creates a great man.

The number of those reported as being saved | confidently to Capt. Burt, of the Marine, to substantiate | Passengers by the Central America known to be Lost what he says of his efforts to induce the crew to man the boats and return with him. He was left powerless and had no alternative but to remain on board the

> From the Baltimore Sun. THE WRECK OF THE CENTRAL AMERICA.

Further Accounts—Perils of the life-Boat—Ladies Leaving the Sinking Steamer for the Brig Marine—Scenes and In-cidents—Another Statement—Names of Passengers Suptrad America published in yesterday's Sun leave us ltttle and Mr. Bokee, of New York, late from China. to add to-day. The Empire City, which arrived at New York on Saturday evening, brought 91 of the rescued forty hours from Havana, at midnight, they exchanged from Norfolk, among them Robt. Hutchinson, of Va. signals with the Star of the West, hence for Aspinwall

York papers of yesterday are filled with statements of the storm and reached Havana in safety. from the rescued parties, but they contain little that is really new. We subjoin, however, the following: THE PERILS OF THE LIFE-BOAT. In transferring the ladies from the steamer to the brig for life.

Marine it was my lot, says Mrs. Isaac McKim Bowley, describe the roughness of the waves, and the brig was a who were almost naked.

out over the water into the boat. The life-boat could their posts nobly and went down with the ship. not come close to the side of the steamer, and we all had take our chance to jump at it. Some of the ladies, in leaping, fell into the water and some into the boat .about thirty, with a frank, seaman-like face and bearing But they were either hauled up again by the rope-noose, which was still around them, or they were caught by the sailors that manned the boats, and in over the sides.

LADIES OVERBOARD-THE STEWARDESS. Some of the ladies fell two or three times into the sea the ship and the last was the 45th trip he had made in before they could be got into the boat. One of them, the stewardess, fell in three times, and once was pinched between the boat and the side of the steamer. A heavy wave dashed the boat against the ship, and struck the poor woman a severe blow. This, however, occurred not in getting from the steamer into the life-boat, but in

After I got safely into the little boat, and my baby with me, I had but little hope of getting to the brig. The peril then seemed to be greater than ever; but, as the ship was in a sinking condition, the only hope seemed to be in attempting even this dangerous escape from her. The water dashed into the boat and we had to of the blow, the engineer discovered that the ship, rolling keep dipping it out all the time. Two high waves passed entirely over us, so that it seemed as if we were ported it immediately to Capt. Herndon. Although it swamped and sunk; but the boat recovered from them has been said that the sole cause of this catastrophe was both. The men rowed bravely, for their own lives, as imputation, he looks to a simple statement of facts for was the mate of the brig, and he encouraged the sailors an ample justification. His first duty was in the engine to keep every nerve steady, and told them that it would room. The usual mode of supplying the coal-bunkers require the exercise of all their skill and courage to reach

TWO HOURS' ROW FROM THE STEAMER TO THE BRIG. ing that he required more aid, he had made a requisition | Marine, and then we took our chance of getting on on Capt. Herndon for the steward's gang, and had re- board. The boat was tossed about so violently that the ceived the necessary assistance. The coal was supplied only way of getting out of her was to watch a fortunate as fast as it was wanted. The pumps were working as opportunity and sieze hold of the brig's rigging and soon as the water reached them. The ship had a list ropes on the side. I caught hold with one hand, and and the water fell on the lee side, and coming in contact | hung for some minutes over the vessel's side, till the men with the starboard boiler was heated to a degree almost on deck caught hold of me and pulled me in. All the unbearable. Notwithstanding this all hands endured women and children were saved in this manner. It

FAMINE IN THE BRIG. We were very kindly received and very generously were three days on allowance. There were not enough provisions even to do anything more than just to keep us from starving; and yet the captain shared them with us from starving; and yet the captain shared them with discovered that the starboard wheel-house and guard had us. I did not eat anything for nearly three days, but settled several inches, causing an extra leak round the kept my little allowance to feed my children with. If he was often necessarily engaged all night in making as-

BAGS OF GOLD OPENED FOR COMMON USE. Many of the ladies (says Mrs. McNeil's statement) bailing in the lower cabin, and one in the forward steer- had a great deal of money that they did not give to the age, and pork barrels, milk cans, &c., rigged into hoisting influence, before other thoughts can assert their lage, and pork barrels, milk cans, &c., rigged into hoisting buckets, by which 400 gallons of water per minute rooms and took out bags of gold—\$20 pieces, \$11,000 were thrown out of the ship. In all these proceedings in all—and threw them down in the cabin, so that any the engineer recognizes efficient service in Mr. McCarty, persons who wanted money could take what they pleased. chief engineer of the Golden Gate, who was on board : The two ladies had just returned from California, and Said, Weeping, "That money was all they had made there, and they were returning home to enjoy it." None of All hands worked all night at bailing, and in the the ladies could take more than two \$20 gold pieces

Interesting Statement.

CORK LIFE PRESERVERS-USELESSNESS OF TIN ONES,

Wm. E. Ede, of Wisconsin, one of those rescued by blown away. At last got canvass and mizzen rigging. the Norwegain barque Ellen, and brought into Norfolk, At this time the ship laid over so much that Capt. states that he had floated safely with a life-buoy until that he possessed." The object of the expedition was to H., with the engineer, had to crawl along the decks to he was taken up. The ship, he says, went down about obtain every information relating to the valley and the reach the after pumps for inspection. Everything that eight o'clock in the evening, and he saw Captain Hernexperience could suggest or the extremity of their con- don standing on the wheel-house when it was but about dition devise was discussed by Capt. H., the mates two feet above water. Near the wheel-house also, shortfollowing caption: "The Father of Railways,"-we and engineer. The fires were extinguished by the in- ly before the going down, he saw Mr. B. Palmer, of Maturn to the page, 667, and find an article we had read creasing leak, and early on Saturday it was clear to the con county Mo.; he also saw forward, near the bow, Mr. experience of all that there was no hope for the ship. - Foster and Wm. Dezel, of Sierra county, California, and In the course of the morning found a severe leak from two brothers named Horne, and Mr. Lee Davis and Mr. headed George Stephenson, we think. But for this con- the strain. This was stopped by blankets. Nothing Benj. Colt, all of the same place. The Messrs. Horne had could be done but bail, and this was kept up all day with considerable gold in a valise. After the bip had been spirit and energy, the ladies acting with marked firm gone down about an hour, he spoke afloat Mr. John Leoness, encouraging the men, and asking if they could be nard, also of Sierra county, California, but could not join him. Had considerable conversation with him how-During the morning the brig Marine hove in sight, ever, and he said he was getting along very well. He and early in the afternoon bore down to the ship, pas- understood that Mr. Leonard was on his return from sing under her stern. Captain H. spoke her, request- California to Pennsylvania, to look after the proceeds Mr. Ede gives a very interesting account of his de-

Not being aware that the ship was making her last

found that responses gradually grew less and less numerous, and just before being rescried be could not be a superwithout the burial service read over his remains by his quite an impulse, so that it is growing with a good deal
without the burial service read over his remains by his

Wholesale Poisoning in Alabama. county, Alabama, a negro cook, instigated by a Hundon, Esq. The whole heart of the community sympagarian named Comeska, poisoned thirty-seven persons of thises with them in their afflictive dispensation. the family of Mr. Thomas Frazell, killing Mr. Thomas Frazell, his overseer's wife and two children. Mrs. Claud and Mrs. Frazell, a grand daughter and others are still living, but are in a critical condition. The ne- Diego on the 9th of July, arrived at San Antonio, Texgro woman was taken out and burnt, and the same fate as, on the 7th inst. It met with no obstacle. awaits Comeska.

boat reached her. Such is Mr. Asby's statement, and The love of glory can only create a hero; but the

Safety of the Star of the West.

NEW YORK, Sept. 20th .- It has been ascertained that Bates and Oliver Garrison were not on board the Cen- 9th inst.

tral America. Among those now known to be lost are Mr. Lockwood, formerly of Lafavette, Indiana, of the firm of Whitehead & Lockwood, San Francisco; Charles H. The steamer Canada arrived out on the 5th. Boyd, Mr. Hawley, Dr. Gibbs, Mr. McNeal, of the firm of Delong & McNeal, of San Francisco : Mr. Brown, The very full details of the loss of the steamship Cen- of the firm of Taft, McCahill & Co., of San Francisco, the preparations for the Mexican invasion, and the

Passengers by the Empire City report that when

Some of the survivors by the Ellen also report having seen Capt. Herndon after the steamer went down, clinging to a portion of the wreck and struggling manfully

When the survivors by the Marine entered the parlor in her statement, to go with the third boat. The sea of the National Hotel, at Norfolk, the ladies looked was very violent, and the prospect of outriding it in around, and failing to recognize husbands, brothers or such a little frail craft was terrible. Before going off I sons, gave way to an utterance of their grief, whilst some were sufficient, whether the life-preservers, even, were put on a life-preserver, which was the only preparation I fell helpless on the floor. The scene was distressing in powers simultaneously. could make for my escape, but neither the life-boat nor the extreme, and beggars all description. The clothing the life-preserver seemed like safety; for it is impossible to stores were thrown open and apparel furnished to some

They award great credit to Capt. Herndon and all The rope-noose was tied around me, and was swung the officers, except the chief engineer. They stood to

Lientenant William L. Herndon, U. S. N., Commander of the Central America.

U. S. N., late commander of the ill-starred Central interesting sketch concering him:

olute will. Modest and retiring in manner, it required Gulf of St. Lawrence, August 24. a close observer or an intimate friend to discover all the The Mormons had held their sixth annual conference rare qualities he possessed. His courage—the calm, de- in London. The reports submitted exhibited the fact liberate, enduring courage of a truly brave man-has their tenets were making headway in England. been conspicuous on many occasions. He has been tried FRANCE.—A slight difficulty had occurred between severely and was never found wanting. Those who knew France and Denmark, as to when the sound does rehim well want no assurance that he never quitted his redemption shall be paid. ship while there was one fellow creature to be saved, and that, as far as can be conjectured, he stood upon her ing between Napoleon and Alexander of Russia. deck, as she recled down into the depths of the ocean, unappalled himself by the calamity that so startled the na- proaching visit of the Pope, to be followed by the cortion. We are not using that language of empty adula- onation of the Emperor. tion—we have Lieut. Herndon's past life before us, and The Emperor Napoleon has sent £1,000 as a personthe further fact that twenty-six women and children were al contribution to the London relief fund, and £400 has saved in a boat, proves conclusively that he did his duty been contributed by the French Imperial Guard. right manfully, and, to the last, had control over himself | The silk trade was improving. Corn was declining attributable to the chief engineer, under such a terrible well as ours were at stake. The commander of this boat as well as over his crew. We do not permit ourselves to in France. hope the gallant commander has been saved; it were impossible, except by some such miraculous interposition centration of troops on the Austrian frontier, that they of Providence as that which rescued Capt. Luce after he are marched there merely for review by the Emperor sunk with the Arctic's wreck. Capt. William Lewis Herndon was a native of Fred-

ericksburg, Va., and was the son of Dabney Herndon, Berlin, had at a private audience, presented his creden-Esq., a highly respected citizen of that place. He was tials to the King. The Prussian government had anborn October 25, 1813, and was, therefore, at the time nounced by proclamation the legal equality of the differof his death, 43 years of age, twenty-eight of which he ent religious denominations. had spent in the service of his country. He entered the ITALY .- The Pope had returned to Rome Navy as midshipman at the age of fifteen. His first Italian tour, and was cordially welcomed. voyage was to the Pacific, in the old frigate Guerriere. Late intelligence from Rome indicates a favorable is This cruise took three years. The next three years he sue to the movements in progress for the settlement of spent in the Mediterranean, in the Constellation, and difficulty between the Holy See and Mexico. It is said afterwards made a third cruise to the coast of Brazil.- that the sales of church property and suspension of con-At this time he was attached to the Independence .- vents that have already been effected in Mexico are to About the time of his return the Florida war broke out, be recognised by Rome. and a number of officers in the Navy volunteered for driving the Indians from the recesses of the swamp, into York via Havana, bringing dates from the latter port his return he was attached to the National Observatory hours. Sugar and molasses were declining at Havana. This service he found more arduous than life at sea, as tronomical observations. During the Mexican war he applied for orders, and was appointed to the frigate Cumberland. He proceeded to Norfolk, and had embarked, when his destination was changed. Commodore Perry, then in the Gulf, had applied to the Department to send him out an active and intelligent officer, who could speak the Spanish language, to be placed in command of a small steamboat to pass between the Ameriof the Navy immediately designated Lieutenant Hern-don for the post, and he was transferred to the Iris, and sailed to join Commodore Perry. In this small vessel he remained till the close of the war, often performing tasks of much difficulty and danger, but with uniform skill and success. At the close of the war he returned to Washington, and spent another year at the Observa-

It was in the exploration of the Amazon, during the years 1851 and 1852, that Lieut. Herndon chiefly disinguished himself, or rather, it was in the performance of this service that he is more widely known. He was selected "for this most important and delicate duty"so his letter of instructions ran-because "it would call for the exercise of all those high qualities and attainments river of the Amazon, including the entire basin or water shed drained by that river and its tributaries. Lt. Herndon's observations were to extend not only to the present condition of that valley, with regard to the navigability of its streams, but to the number and condition, both industrial and social, of its inhabitants; their trade and products; its climate, soil and productions, and also to its capacities for cultivation, and to the character and of the field, the forest, the river, or the mine. At the board the Vandalia, then at Lima, in Peru, and from that point he was directed to cross the Cordilleras and explore the Amazon from its source to its mouth.

Lieut. Herndon entered upon the duties of his new mission with spirit and enthusiasm. To prepare himself for the expedition he spent four or five months in researches in Chili and Peru. He then left the Pacific coast, and ascended to the crest of the Andes, and from head-waters of the Amazon, which at four thousand miles distant from its mouth, is but a muddy-stream known as the Huallaga. Lieut. Herndon travelled the entire distance from the head-waters of canoe navigation to Para, in an open boat. It occupied him 11 months and his report to the Government, embodying a faithful and modest account of his journey, should be read by every one interested in the development of the unbound ed resources of the mightiest river in the world.

On his return to the United States, Lieut. Herndon was for some months in Washington, engaged in the preparation of his work on the Amazon, which was published by the Government.

After this labor was completed he was ordered to the San Jacinto, then designed to cruise in the Baltic, during ance in the public service. the presence there of the allied fleets. But some accident been forbidden to pass through France, from Calais to Spain. On the return of the San Jacinto to the United knowledging the receipt of this resignation: States, Lieut. Herndon was transferred to the Potomac under Commodore Paulding, but was soon after placed in command of the George Law. This was about two years ago. These California steamers, carrying United ing your office as associate justice of the Supreme Court. States Mails, are required by law to be under the com- and caused it to be filed in this office. This morning he remand of the officers of the Navy, and Lieut. Herndon the use of any boat he might have that could be made more abundant than any others on all sea-going steamthe Central America, the loss of which, is now mourned

Lt. Herndon was married 20 years since to an estimable lady of Virginia. His wife and only daughter survive. He was of a slight figure, but of an intrepid spirit .-He was as gentle as he was brave. In the Navy he was universally beloved. In all quarrels between officers, he 11th, says : and the humblest sailor was not committed to the deep

The Fredericksburg (Va.) Herald of Saturday, says: Lt. Herndon was a son of Dabney Herndon, Esq., deceased, formerly cashier of the Farmer's Bank in Fredericksburg. He has three brothers and a sister living across the island of Zealand, from this city to Morsor, born, John M. Harris Brothers and a sister living across the island of Zealand, from this city to Morsor, born, John M. Harris Brothers and a sister living across the island of Zealand, from this city to Morsor, born, and the control of the first state of the prosecution of the first state of the prosecution of the first state of the first here—John M. Herndon, Esq., cashier of the Bank of 56 miles in length, has contributed much to the pros Augusta, Ga., Sept. 21.—Last Sunday, in Pike Commerce; Dr. Brodie S. Herndon, and Charles Hern-perity of Copen-hagen. So, too, did the introduction perity of Copen-hagen.

> First Overland Mail from California. NEW ORLEANS, Sept. 18 .- The first mail from San

Another Fallure.

New York, Sept. 21.-Messrs. Cyrus W. Field & Co., paper dealers, have failed for a large amount.

Arrival of Steamers Indian and Antelope. FOUR DAYS LATER FROM EUROPE. QUEBEC, Sept. 19.—The steamer Indian arrived at

Senators Gwin and Broderick, Judge McCorkle, Dr. River DuLoupe to-day with Liverpool advices to the [The steamer Antelope arrived at St. Johns, N. B. on same day, bringing dates to the 8th inst.] The steamer Anglo-Saxon arrived out on the 8th

There is nothing later from India. The Spanish government has ordered a suspension of

question is to be settled by the arbitration of England and France. The dismissal of Redschid Pacha is confirmed

The amount of bullion in the Bank of France has increased £1,400,000 during the past month. The English underwriters have settled for the loss of

the Atlantic cable. The United States frigates Cumberland and St. Louis were at the Cape Verdes on the 26th of August. The total reinforcements sent to India amount to 40

000 men. The most perfect understanding exists between France

and England on the China question. If Lord Elgin fails to get satisfaction, war will be declared by both It is rumored that Mazzini is organizing another

Italian revolution.

Additional Foreign News.

QUEBEC, Sept. 20 .- The English files to the 9th inst by the Indian, contain the following additional news: ENGLAND.—The City of Baltimore left Liverpool on the 9th, for New York. The Ariel was to leave South ampton the same day. The Argo [not Arago] arrived The most valuable life lost by the recent disaster, is at Southampton on the morning of the 5th. The Leoprobably that of Lieutenant William Lewis Herndon, pold I, arrived at Southampton from New York on the 6th, and the Anglo-Saxon from Quebec, at Liverpool America. The New York Times furnishes the following on the afternoon of the 8th. The latter steamer had on board the passengers taken from the steamer Clyde, from Lieut. Herndon was a man of gifted intellect and res- Quebec bound to Glasgow, lost on the Mignau Island.

Preparations were making at Stuttgardt for a meet Vague rumors were again current in Paris of an an-

Russia—It is stated, in explantion of the recent conwhile he is on his way to Germany.

PRUSSIA.—Mr. Wright, the new U. S. Minister to

From Havana. New Orleans, Sept. 22.—The Steamship Cahawba

Capt. J. D. Bullock, has arrived at this port from New

Boston, Sept. 18.—The extensive dry goods estab-

ishment of Chas. H. Mills & Co. suspended this afternoon. Their liabilities are said to be heavy. Judge Curtis and the Justices of the Supreme Court. Not satisfied to trust to the merits of their cause, the black-republican party seek to make capital out of collateral matters, conjectures, and fictions. Judge Curtis chose of retire from the elevated position of an associate

justice of the Supreme Court. If their eager pursuit for office, black republicans do not think it possible that one can squadron and the troops on shore. The Secretary of the Navy immediately designated Lieutenant Hernfortable by his associates. Hence the journals of that party have assumed that Judge Curtis had been persecuted by his brethren, and driven from the bench, and this without a particle of proof of sustain the assumption and without an intimation of the justice of the charge from the alleged victim. The whole story is a vile fiction invented for political effect. If judges of courts prosecuted each other for difference of opinion, no court could long exist. These differences are of everyday occurrence in all courts. We saw it the other day in the New York courts of appeals and we have seen Judge Brown urging the re-election of Judge Donio, with whom he strongly differed upon the city police law, and a convention made his nomination unanimous when a considerable portion of it differed from him in

the opinion expressed upon this one subject. Those who imagine that Judge Curtis was unkindly treated by his brother judges know little of the men who compose that dignified body, each of whom has, on all occasions, manifested towards every member of the court the highest respect. Not a jarring word is ever heard in their consultation room, where the gentle dignity of the venerable chief justice, who was never known to say or do an unkind thing, is imitated by every one of his extent of its undeveloped commercial resources, whether brethren. Atthough the chief justice and Judge Curtis strongly differed in opinion in the Dred Scott case, the time he received these instructions, Lt. Herndon was on latter will tell those who make the inquiry that their relations to the last were those of kindness and affection.-His own correspondence will show this to be true of many other members of the Court. If difference of opinion leads to such consequences as insisted by the black republican press, why is it that Judge McLean is not also affected by them, and compelled to resign? The fact that he has neither noticed nor felt this pretended per secution, but is content to continue on the bench with his brethren, disproves the whole accusation, in which there is not one word of truth. Judge Curtis left the bench because he believed his personal interests would be promoted by so doing, and he has not and will not pretend to the contrary. We give a copy of his resignation, in which he sets this matter to rest under his own hand. The truth of his own statement cannot be

BOSTON, Sept. 1, 1857 SIR: I hereby resign to you the office of associate justice of the Supreme Court of the United States, which resignation is to take effect on the first day of October next. have named that day, because I shall then have discharged myself of all judicial business pending before me, and no itor will be inconvenienced by my retirement My private duties are inconsistent with a longer continu

With great respect, your obedient servant, James Buchanan, Esq., President of the United States.

We subjoin the letter of the Attorney General ac-ATTORNEY GENERAL'S OFFICE. Sir : I am directed by the President to inform you that he eccived some days ago your letter of the

received some days ago your letter of the first instant resign ceived a duplicate of the same letter, which he has disposed of in the same way.

The President gives you his thanks for postponing the time of your retirement to a period when no suitor will be incon-

venienced by it. I am, with great respect, your obedient servant.

J. S. BLACK.

Hon. B. R. CURTIS.

DENMARK .- The Rev. Dr. Baird, in a letter to the editors of the Observer, dated Copen-hagen, August

population is now all of 150,000, it is believed, and within the last eight or ten years it seems to have received of rapidity. The city is extending considerably Northward, beyond the ramparts, and even beyond a long and narrow pond which lies in that direction, and from which of steamboats, of which Denmark now possesses a large number, and which run to every port in the Danish Islands, as well as to those of Jutland, Sleswick and Holstein-provinces which lie on the continent, and constitute what was called in the olden time the "Cambrian Peninsula." They run also to Bornholm, a Danish island in the Baltic, and to the Faroe Islands and Iceland in the Atlantic. In addition to this, they also run to the ports of Sweeden and Norway, with the latter of which countries the Danes have still intimate social and com-

mercial relations."